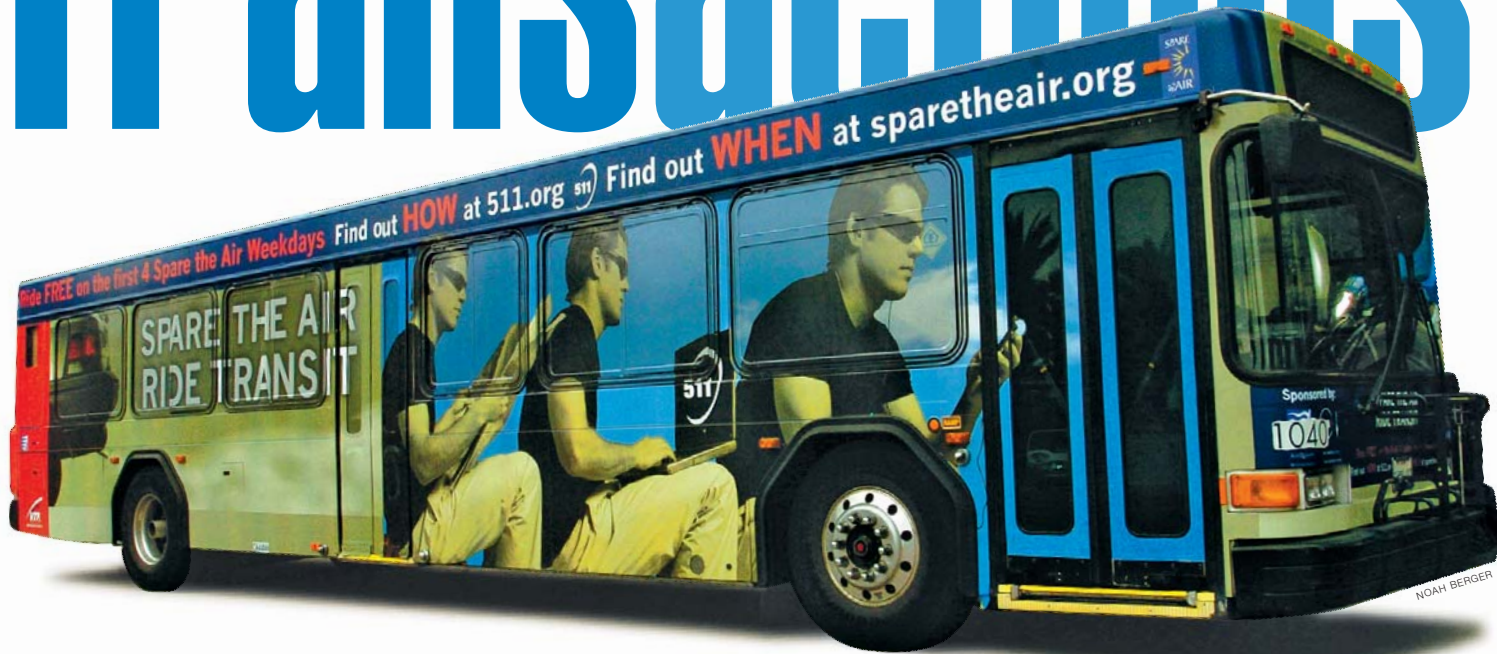


# Transactions



## JULY/AUGUST 2007

TRANSPORTATION NEWS  
FOR THE NINE-COUNTY  
SAN FRANCISCO BAY AREA



### Bay Area Transit Partners in The 2007 Spare the Air/Free Transit Incentive:

- AC Transit
- ACE (Altamont Commuter Express)
- Alameda-Harbor Bay Ferry
- Alameda-Oakland Ferry
- Air BART
- BART
- Benicia Breeze
- Caltrain
- Cloverdale Transit
- County Connection
- Dumbarton Express
- Fairfield/Suisun Transit
- Golden Gate Transit and Ferry
- Healdsburg Transit
- Marin County Transit
- Napa VINE
  - American Canyon Transit
  - St. Helena Shuttle
  - Yountville Shuttle
- Petaluma Transit
- Rio Vista Delta Breeze
- SamTrans
- San Francisco Muni
- Santa Rosa CityBus
- Sonoma County Transit
- Tri Delta Transit
- Union City Transit
- Vacaville City Coach
- Vallejo Transit and Baylink Ferry
- Valley Transportation Authority
- WestCat
- Wheels

## Celebration

### Join Us for the Opening of The New Span of the Benicia-Martinez Bridge

SATURDAY  
AUGUST 25, 2007

For details on time and location, go to:  
<[www.mtc.ca.gov/benicia](http://www.mtc.ca.gov/benicia)>



JOHN HUSEBY, CALTRANS

Buses wrapped with striking Spare the Air ads announce the regional free-ride campaign. Centered around a hip commuter who's "plugged in" in more ways than one, the campaign sends the message that "it's cool to be green" — and to ride public transit.

## Spare the Air/Free Transit: New Twists for Growing Summertime Tradition

MTC TEAMS UP WITH AIR DISTRICT TO OFFER FREE RIDES ON FOUR SMOGGY WEEKDAYS

A new incarnation of the Bay Area's popular Spare the Air/Free Transit program kicked off last month with the official June 1 start of the summer smog season. Thanks to \$8.5 million in funding from MTC and the Bay Area Air Quality Management District, a record 29 separate transit systems from all nine Bay Area counties will provide free commutes on up to four Spare the Air weekdays through October 12, 2007.



Around the region, nearly two dozen buses and three BART cars serve as rolling advertisements for the campaign. The star of the promotion is a green-tinted, hip-looking guy who sends the message that "it's cool to be green" and doubly cool to ride public transit.

The free rides will be offered the first four times the Air District issues a Spare the Air advisory on a nonholiday weekday. Free transit will be available on BART, Caltrain, Altamont Commuter Express (ACE) and Bay Area ferries until 1 p.m., and all day on the region's bus and light-rail systems, including the Valley Transportation Authority and Muni Metro.

Last summer, transit ridership jumped an average of 15 percent on Spare the Air/Free Transit days and some of the ferry and rail systems recorded much higher numbers.

"The free-ride program was popular far beyond our expectations, and we greatly exceeded our ridership targets. But on the flip side, the unexpected crowds led to delays and security problems on some lines during some periods," said Air District spokeswoman Luna Salaver. "This year, we fine-tuned the program to meet these challenges."

By limiting free rides on BART, Caltrain, ACE and the ferries to passengers who board before 1 p.m., sponsors expect to cut down on the overcrowding and unruly behavior that occurred last year, particularly on trips from downtown San Francisco back to the East Bay, Marin and the Peninsula.

Now in its fifth summertime run, the Spare the Air/Free Transit program has added more participating transit agencies each year and is the largest of its kind in the nation. During the 2006 Spare the Air campaign, nearly 10 percent of Bay Area drivers eliminated at least one automobile trip on Spare the Air days, up from 7 percent in 2005.

"One of the most effective ways residents can help protect public health, the climate and air quality in the Bay Area is to make everyday clean air choices like driving less and riding transit instead," said Jack Broadbent, Air District executive officer. "The Spare the Air/Free Transit incentive provides the public an opportunity to try transit and decrease their dependence on cars — the Bay Area's number one source of air pollution and greenhouse gas emissions."

"One commuter choosing not to drive for just one day avoids almost one pound of smog-forming pollution and about 25 pounds of greenhouse gases," said MTC

Executive Director Steve Heminger. "As the largest free transit program in the country, the Spare the Air/Free Transit initiative is leading the way in mobilizing residents to slow the effects of climate change."

The Air District declares a Spare the Air day when it forecasts that ground-level ozone concentrations will reach unhealthy levels. This situation occurs in summer months when temperatures soar and oxides of nitrogen and volatile organic compounds (typically emitted by cars and other mobile sources) react through a complex chemical process to form ozone. Ozone, a colorless, odorless gas, is irritating to the respiratory system and can cause lung damage with repeated exposure.

On Spare the Air days, the Air District not only asks residents to ride transit more and "burn calories, not fuel" by walking and bicycling, it also discourages the use of gas-powered garden equipment and aerosol sprays.

— John Goodwin  
Subscribe to "AirAlert" e-mail notices at <[www.sparetheair.org](http://www.sparetheair.org)>.



The green-tinted "cool guy" in the ad campaign in real life is Tim Lee of San Francisco, a stand-up comedian and actor.

## Calendar

Unless indicated otherwise, all meetings take place at:  
Metropolitan Transportation Commission  
Joseph P. Bort MetroCenter  
Lawrence D. Dahms Auditorium  
101 Eighth Street, Oakland  
(Across from the Lake Merritt BART station)

MONDAY  
AUGUST 13, 2007

2 pm  
TransLink® Operating Group  
San Francisco Municipal Transportation Agency  
1 South Van Ness Avenue, San Francisco

THURSDAY  
AUGUST 16, 2007

9:30 am  
Regional Pedestrian Committee  
MetroCenter, Claremont Conference Room  
1 pm  
Regional Bicycle Working Group  
MetroCenter, Claremont Conference Room

MONDAY  
AUGUST 27, 2007

2 pm  
TransLink® Management Group  
Location to be determined

THURSDAY  
SEPTEMBER 6, 2007

10:30 am  
Elderly and Disabled Advisory Committee

MONDAY  
SEPTEMBER 10, 2007

2 pm  
TransLink® Operating Group  
Location to be determined

TUESDAY  
SEPTEMBER 11, 2007

3:30 pm  
Minority Citizens Advisory Committee

WEDNESDAY  
SEPTEMBER 12, 2007

9:30 am  
Bay Area Toll Authority  
Oversight Committee\*  
9:45 am  
Administration Committee\*  
10 am  
Programming and Allocations Committee\*  
12:30 pm  
MTC Advisory Council

FRIDAY  
SEPTEMBER 14, 2007

9:30 am  
Planning Committee\*  
9:45 am  
Operations Committee\*  
10 am  
Legislation Committee\*

MONDAY  
SEPTEMBER 17, 2007

1:30 pm  
Partnership Technical Advisory Committee

FRIDAY  
SEPTEMBER 21, 2007

10 am  
Association of Bay Area Governments/  
Bay Area Air Quality Management District/  
Metropolitan Transportation Commission  
Joint Policy Committee\*

WEDNESDAY  
SEPTEMBER 26, 2007

10 am  
Bay Area Toll Authority\*  
10:05 am  
Metropolitan Transportation Commission\*

\*Webcast on <[www.mtc.ca.gov](http://www.mtc.ca.gov)>.

Note: Dates, times and locations of MTC meetings may change. Please confirm by calling 510.817.5757. Agendas, updated meeting schedules and meeting packets are posted on MTC's Web site: <[www.mtc.ca.gov](http://www.mtc.ca.gov)>.

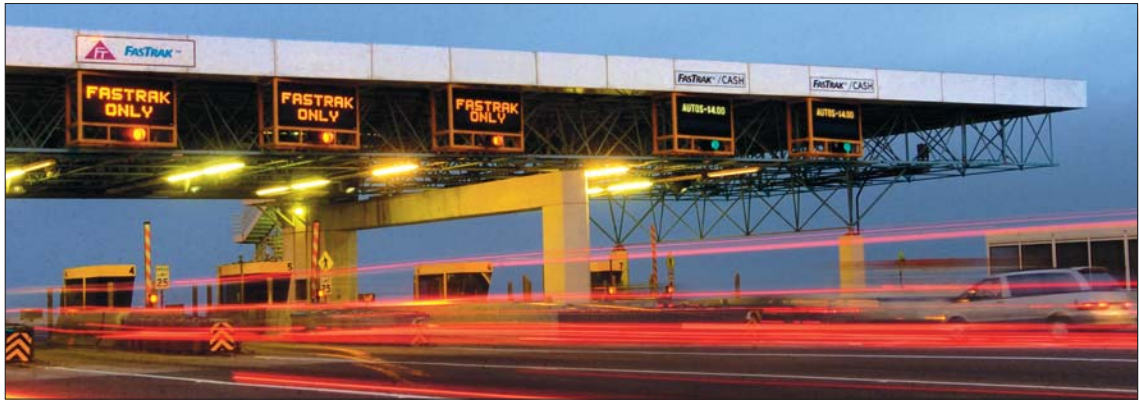
## Announcement

### Regional Rail Plan Public Meetings

MTC, BART, Caltrain and the California High-Speed Rail Authority are tentatively planning a series of public meetings in mid-August to review the *Regional Rail Plan Draft Report*.

MTC will consider adoption of the plan at the Planning Committee meeting on September 14, 2007, and at the full Commission meeting on September 26, 2007. For details, go to: <[www.bayarearailplan.info](http://www.bayarearailplan.info)>.





BATA and Caltrans are phasing in more FasTrak®-only lanes this summer, starting with the San Mateo-Hayward Bridge (shown here after the lane reconfiguration in July).

The Bay Area's FasTrak® electronic toll collection program shifts into even higher gear this summer as more lanes at the region's state-owned toll bridges are converted to FasTrak®-only, striping of the FasTrak®-only lanes is greatly extended and the Bay Area Toll Authority (BATA), which is run by MTC) offers free toll incentives for motorists to pay their tolls the high-tech way. Officials expect the combination of toll plaza improvements and an aggressive marketing campaign to boost the number of FasTrak® customers by 20 percent over the next year.

FasTrak® enrollment already has surged by nearly 100,000 accounts since last fall, to more than 650,000 regionwide. Nearly half of all vehicles crossing the Bay Area's state toll bridges during

will receive up to \$10 in free tolls.

Because FasTrak®-only lanes can accommodate about three times as many vehicles per hour as lanes where drivers have to stop and pay cash, the addition of more such lanes will increase the efficiency of the toll plazas and help ease congestion on the toll bridge approaches. But the lane conversions are likely to create additional delays for cash toll payers — especially during peak travel periods.

“Cash payers will have fewer lanes available. So we’re encouraging everyone to sign up for FasTrak® now to avoid possible delays in the cash lanes,” said Rod McMillan, director of Bridge and Highway Operations for MTC.



Opening in late August, the new Benicia-Martinez span will allow cars with FasTrak® to cross at highway speeds thanks to open-road tolling technology.

peak hours now use FasTrak® to pay tolls electronically, up from an average of 40 percent a year ago.

FasTrak® allows drivers to prepay bridge tolls and zip through toll plazas without stopping. There are no fees to open or maintain a FasTrak® account, and no deposit is required when customers use a credit card to open their account and request three or fewer toll tags. New customers who pick up toll tags at select Safeway stores or Costco warehouses and register their accounts during July or August

At the San Francisco-Oakland Bay Bridge toll plaza, the number of lanes set aside exclusively for FasTrak® customers during peak hours will go from the current seven to eight. BATA and Caltrans also are converting more lanes to FasTrak®-only at the Carquinez, Richmond-San Rafael and San Mateo-Hayward bridges.

The FasTrak®-only lanes at the Bay Bridge will be strategically placed to allow easy access for FasTrak®-equipped vehicles approaching the bridge from Inter-

states 80, 580 or 880. At all other state-owned toll bridges, FasTrak®-only lanes will be grouped to the left and FasTrak®/cash to the right.

Caltrans and BATA are extending FasTrak® lane striping and installing new signage on approaches to the state-owned bridges to separate cash payers and FasTrak® customers farther in advance of the toll plazas. The toll plaza configuration at the Golden Gate Bridge will not be changed. In another boost for electronic payment, peak-hour carpool lanes at the Carquinez Bridge and San Mateo-Hayward Bridge toll plazas will convert to FasTrak®-only lanes during nonpeak hours.

The new span of the Benicia-Martinez Bridge, which opens in late August, is in a class by itself. It will feature a state-of-the-art toll plaza employing so-called open-road tolling technology. Also known as FasTrak® Express, the twin open-road tolling lanes will allow drivers to safely pass through the toll area at normal highway speeds without slowing down. Overhead antennae will read the FasTrak® toll tag and a computer system will automatically deduct tolls from motorists' accounts. Cameras will record the license-plate numbers of non-FasTrak® vehicles, and a violation notice will be mailed to drivers who fail to pay the toll.

— Ivy Morrison & John Goodwin

MTC's 511.org Web site includes a link to an online FasTrak® enrollment page, a schedule of lane conversions and lane diagrams at each toll plaza, and a complete list of Costco and Safeway locations where FasTrak® toll tags are available.

Customers can also visit the FasTrak® Customer Service Center at 475 The Embarcadero (at Broadway) in San Francisco or phone 511 and say "FasTrak®."

On DVD New Video Focuses on Older Driver Issues

Fact or myth: Older drivers cause more accidents than younger drivers. This sore subject, and the equally controversial question of whether people should have to stop driving at a certain age, are featured in a 36-minute DVD, "Mobility Matters for Older Drivers."

Based on a day-long workshop sponsored by MTC in 2006, the video covers "myths and facts" about older drivers; what happens when a driver is referred to the Department of Motor Vehicles (DMV); issues around roadway signage visibility; and how

families should discuss "giving up the car keys" with older family members. It features experts from the DMV, the California State Automobile Association, Caltrans, the American Association of Retired Persons and more, plus an introduction by former State Senator (and former MTC Chair) Quentin Kopp.

The DVD is available to the public free of charge and also can be viewed on the MTC Web site: <www.mtc.ca.gov/library/oats/mobility\_matters.htm>. To order a free copy of the DVD, e-mail <library@mtc.ca.gov> or call 510.817.5836.



Special Focus Regional Agencies Tackle Global Warming Impacts on Bay Area

Imagine a morning radio traffic report that gives total carbon emissions based on congestion conditions, or the Bay Area's 511 traveler information system advising, "that trip should take you 40 minutes and will result in about 40 pounds of carbon dioxide," or, "by choosing to take the bus, you will reduce your potential carbon impact by 40 pounds."

Such closely monitored greenhouse gas emissions may be commonplace in the not-so-distant future as global warming hits home in the Bay Area. With current projections of dire changes headed our way, MTC and its regional partner agencies on the Joint Policy Committee (JPC) are gearing up to prepare for — and hopefully reduce — some of the worst climate change effects expected to hit the Bay Area by or before the end of the century. (The JPC was formed to coordinate the planning activities of three regional agencies: the Association of Bay Area Governments/ABAG, the Bay Area Air Quality Management District/BAAQMD and MTC. The Bay Conservation and Development Commission/BCDC recently joined as a nonvoting member.)

The gloomy forecasts include severe water shortages due to a 90 percent decrease in the Sierra snowpack, hotter summers, larger, more frequent wildfires and flooding across 200 square miles of lowland areas — including the



To kick off efforts to develop a regional approach to climate protection, the Bay Area Air Quality Management District hosted a regional summit (cosponsored by MTC and others) where former Vice President Al Gore delivered in person his now famous message on the threat of global warming.

San Francisco and Oakland international airports and portions of Interstates 880 and 80 and U.S. 101 — caused by rising sea levels.

"Sea-level rise will have profound economic, environmental, political and social impacts in the Bay Area," said BCDC Executive Director Will Travis.

The Bay Area's wake-up call to the impacts of global warming was delivered in person by its most famous messenger, former Vice President Al Gore. Speaking at a November 2006 regional Climate Protection Summit organized by the Air District (and cosponsored by MTC and others), Gore warned, "We are witnessing a collision

between civilization and our earth. Never have we faced a challenge that could end human civilization." After painting a vivid picture of climate changes already happening around the world, from increased desertification and wildfires to rapidly melting icecaps and stronger, more frequent hurricanes, Gore issued a direct challenge to the Summit audience: "We have everything we need to solve (global warming), with the possible exception of human will."

Taking up the challenge, MTC Executive Director Steve Heminger requested that the JPC study the climate change issue and recommend strategies the regional agen-

Photo Album Participants in Bike to Work Day 2007 and Team Bike Challenge Take to the Roads En Masse



Photographers captured scenes of Bike to Work Day in Berkeley, Oakland, San Francisco, San Jose and Walnut Creek, where they found scores of enthusiastic riders buoyed by clear weather and energizer stations handing out free snacks and giveaways. For some intrepid commuters, Bike to Work Day marked the midpoint of a month-long contest to see who could make the most trips on two wheels instead of four. The tied winning teams are pictured in the center of the bottom row: To the left is Santa Clara County's Bicycling on Roads and Trails, while on the right is Marin County's Team PSYCHE.

Bike to Work Day hit a milestone in 2007 when, for the first time since the event began 13 years ago, participation topped the 100,000 mark. Cyclists across the Bay Area took to the streets on May 17 for a zero emission, healthy commute. Thousands of volunteers assisted event organizers MTC and the Bay Area Bicycle Coalition by staffing 190 "energizer stations," where cyclists could refuel with free food and liquids, pick up special tote bags and get encouragement.

"On a normal workday, some 36,000 Bay Area residents bike to work," said Susan Heinrich, MTC's

coordinator for the regionwide event. "We tripled that figure on Bike to Work Day this year."

Some riders didn't wait for May 17 to pedal in to work, nor did they stop afterward. A record 237 teams and 1,059 contestants — more than double the number that participated last year — took part in the month-long Team Bike Challenge. The contest encouraged commuters to form bicycle teams (of up to five people) made up of their colleagues, friends, neighbors or local officials. Participants earned points for their team each time they biked for transportation

purposes during the month of May, with novices and "Big Wheels" (company CEOs, elected officials and the like) scoring extra points.

Two teams tied for first place, each logging 333 points, the maximum possible score. Winning team "Bicycling on Roads and Trails" of Santa Clara County is made up of a group of spunky coworkers — Jeff Hole, Dan Dizon, Christian Suder, Jocelyn Lau and Lennie Garcia — from Cisco Systems in San Jose. Sharing the spotlight is "Team PSYCHE" of Marin County, comprised of Town of Fairfax Finance Director Ian Roth, Fairfax

town Manager Linda Kelly, Fairfax Planning and Building Director Ann Welsh and town staffer Susan Waters, along with Mayor Larry Bragman. PSYCHE stands for Public Servants Yearning to Curb Hazardous Emissions. Roth, team captain, attributed their success to "constant hounding by me" along with a team blog where he delivered inspirational messages.

"Every couple of days I thought up a goofy thing to keep us going," he said. Each of the tied winning teams will receive a bike rack to place at a public space of their choosing.

— Karin Betts

Project Update East Span Maneuver Closes Bay Bridge for Labor Day Weekend



Just east of the Yerba Buena Island tunnel, construction crews are working round-the-clock on a replacement for a key chunk of the East Span road deck.

Regular travelers across the San Francisco-Oakland Bay Bridge have undoubtedly noticed the massive construction effort ramping up near the Yerba Buena Island tunnel's eastern entrance. Crews are working 20-hour days, seven days a week at the site, fabricating a section of road deck that is a crucial piece in the replacement of the bridge's East Span.

The entire Bay Bridge will be closed to traffic in both directions over the Labor Day weekend, allowing crews to demolish some 350 feet of the original upper deck, and install the new seismically sound piece. When the bridge reopens after the weekend, westbound drivers will inaugurate the first section of the new East Span to hold traffic.

The 6,500-ton new section and a moveable support system are taking shape immediately to the south of the existing roadway. The new segment is being constructed atop an extensive wooden frame of false work, so that it is at grade with the upper deck and can be rolled into place.

This intricate operation may spur many Bay Area residents to get an early start on out-of-town excursions over the long holiday weekend. Demolition and installation work will take three full days, so the Bay Bridge will be closed to traffic in both directions at 8 p.m. on Friday, August 31, and reopened by 5 a.m. on Tuesday, September 4. (FasTrak® lane restrip-



Shortly after the bridge closes to traffic on Friday, August 31, crews will demolish the affected area of the existing upper deck and haul away the debris. The already completed new roadway section (which is taking shape just to the south of the existing deck) will then be rolled into place along special tracks to be placed temporarily across the lower deck. The new segment replaces a 70-year-old piece of the existing bridge for now, and eventually will serve as the link to the Yerba Buena Island tunnel for the westbound deck of the new East Span.

motorists approaching the Yerba Buena Island tunnel likely will not notice any visible difference in the roadway. But they will be driving on a seismically upgraded section that eventually will connect the tunnel with the new East Span.

— John Goodwin & Karin Betts

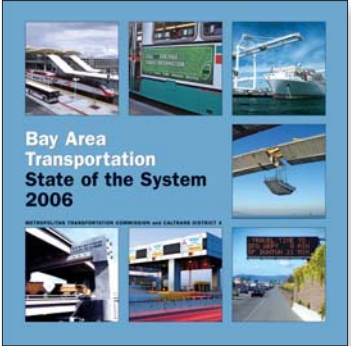
As Labor Day weekend nears, MTC's 511 phone service and 511.org Web site will be the official source for transit information and traffic conditions. Construction updates also will be posted on <baybridgeinfo.org>.

In Print

Maps and Stats Galore

MTC and Caltrans have issued their annual compendium of transportation statistics, with the latest edition — titled Bay Area Transportation: State of the System 2006 — covering the period 2001 to 2005. "We take data from many different sources, some of which was previously released, and compile it into one handy reference document," said Joe Curley, project editor.

To view the report, visit <www.mtc.ca.gov/planning>. To order a hard copy, e-mail your contact information to <library@mtc.ca.gov>, or call 510.817.5836.



New Maps Highlight Bay Trail Adventures

Summertime, and the bikin' is easy — thanks to new Bay Trail maps that give bicyclists, as well as walkers, skaters and wildlife watchers, a fresh look at sites and adventures along San Francisco and San Pablo bays.

A total of 40 miles have been added since the last Bay Trail maps were published in 2003. A full 290 miles of the Bay Trail have been completed — more than half the 500 mile total route that eventually will link the shore-

line of all nine Bay Area counties and 47 cities that touch the Bay.

The back sides of the maps feature 40 recommended routes to inspire and guide shoreline recreation, with details on distance, trail surface, natural and historic points of interest, and parking and transit access.

The six-map set is priced at \$15, and individual maps are \$3.50 plus tax and shipping. To order, visit <www.baytrail.org> or call the Association of Bay Area Governments at 510.464.7900.





Bay Area Freeway Congestion Up for Third Straight Year in 2006

Just as a rising tide lifts all boats, it seems that a rising economy slows all freeway lanes. Commute-period congestion on Bay Area freeways increased for the third straight year in 2006, according to the latest congestion-monitoring data released in June by Caltrans and MTC.

Driven by an expansion of the regional economy that spurred

creation of an estimated 61,000 jobs in 2006, the daily number of vehicle hours of delay due to congestion in the nine-county region rose by 6 percent in 2006. This follows a 9 percent surge in 2005 and a 2 percent bump in 2004.

Among the “Top 10” list of congestion hot spots, the morning commute on westbound Interstate 80 from Hercules to the Bay Bridge retained its longtime hold on the top spot in 2006, with an average 12,230 daily vehicle hours of delay.

Beyond a shuffling of positions within the Top 10, the only change on the list is that the “reverse” commute westbound in the afternoon across the Bay Bridge into San Francisco moved into a tie for the No. 10 spot last year, after ranking No. 11 in 2005.

Regionwide, vehicles spent about 143,900 hours in congested conditions (defined as average speeds below 35 miles per hour for 15 minutes or longer) on Bay Area freeways on a typical week-

day in 2006. While this marks a 6 percent increase over 2005 figures, it remains well below the 177,600 hours per day recorded in 2000 at the height of the region’s technology-charged economic boom.

— John Goodwin

The 2006 congestion statistics are part of the ongoing Bay Area Transportation: State of the System project spearheaded by MTC and Caltrans. View more data and listen to the press conference at: <[www.mtc.ca.gov/news/press\\_releases/rel407htm](http://www.mtc.ca.gov/news/press_releases/rel407htm)>.

Special Focus: Global Warming

Continued from inside middle spread

that if all the Bay Area did was limit our own carbon emissions, this would have a negligible impact on global problems. The region’s real power over global climate change will rest in its ability to innovate and set examples which others will rush to emulate.”

With 50 percent of the region’s greenhouse gas emissions stemming from transportation — mostly

motor vehicles — the report emphasizes the need to change driving habits, such as by decreasing unnecessary or excessively long trips. One simple strategy is to increase public awareness by providing residents with real-time feedback on the carbon-emission implications of their travel choices (similar to the example at the beginning of this story).

The report also calls for smart growth that encourages housing,

jobs and public transportation located in closer proximity (already a priority of MTC and ABAG) and suggests road-pricing strategies, such as higher gas taxes, vehicle registration fees and tolls — and charging more to drive during peak times.

“There will be a lot of tugging and pulling as we grapple with how to change our laws, how to modify our behavior and how to most productively deal with the

rest of the world to address the challenges of climate change,” noted BCDC’s Travis.

Echoed the JPC’s Droettboom, “The traditional notions by which we plan and govern this region may have to be fundamentally altered. We can no longer do business as usual.” — Marjorie Blackwell

The Bay Area Regional Agency Climate Protection Program is available on the JPC Web site: <[www.abag.ca.gov/jointpolicy/jpc\\_climate\\_change.htm](http://www.abag.ca.gov/jointpolicy/jpc_climate_change.htm)>.

Transportation Group Names MTC’s Bockelman Woman of the Year

The San Francisco Bay Area chapter of the Women’s Transportation Seminar has named Alix Bockelman, director of Programming and Allocations for



Alix Bockelman

MTC, as its Woman of the Year. The influential organization recognized Bockelman for her leadership in the industry as well as for her professionalism, commitment to customer service and continuing support for advancing women’s careers in the transportation field.

Bockelman was cited in particular for her work earlier this year spearheading the successful regional effort to secure funding for Bay Area projects through the Corridor Mobility Improvement Account established by Proposition 1B, which was approved by voters in November 2006.

Commission Actions

June 2007

Adopted the Proposition 1B Regional Transit Program, which combines \$347 million in state Proposition 1B funds with uncommitted state transit funding for a \$419 million total investment package. The program expands MTC’s Lifeline Transportation commitment to low-income communities, invests in transit projects in the region’s urban core and provides funding for ridership growth on smaller transit systems. The package also commits future funds toward settling a longstanding financial issue regarding acquisition of the Caltrain right of way.

Approved by the state’s voters in November of 2006, Proposition 1B created a new \$20 billion pot for transportation infrastructure, directing \$3.6 billion toward transit improvements statewide. The Bay Area is in line for about \$1.27 billion from this new public transit fund, with \$347 million flowing through MTC and the remainder going directly to the transit operators. MTC Resolution 3814



Commissioners

- Bill Dodd, Chair  
Napa County and Cities
- Scott Haggerty, Vice Chair  
Alameda County
- Tom Ammiano  
City and County of San Francisco
- Tom Azumbrado  
U.S. Department of Housing and Urban Development
- Tom Bates  
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- Bob Blanchard  
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- Dean J. Chu  
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Cities of Contra Costa County
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Santa Clara County

Transactions JULY/AUGUST 2007

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